

CLIFFORD DISTRICT TO HAVE COMPLETE MILLING PLANT SOON

J. C. McCormack Now Having Tests Made to Determine Character of Plant Needed to Handle Ores of the District---He is Appreciative of the Interest Taken in the District by the Tonopah Business Men.

J. C. McCormack, the Clifford mining district, was in town Friday on business, and states that the Broken Hills property is looking better all the time. Mr. McCormack is having extensive milling tests and assays made of the ore from the Broken Hills, and from other properties in that district which are showing good ore, with a view of having a mill built at Clifford. These tests are for the purpose of ascertaining the exact equipment necessary to handle the Clifford district ores, as Mr. McCormack does not believe in first constructing the mill and then trying to find out what is needed. The mill will be of fifty tons per day capacity, as the first units of a plant, which will be built so that it can be enlarged as needed, and will consist, beside the stamps, of amalgamation, concentration and cyanide plants. It is believed that the mill will be in operation inside of four months. Plans are about completed for a water supply for the mill and the town of Clifford.

At present the Broken Hills company is paying something in the neighborhood of \$500 per day for hauling and shipping ore, and for milling charges upon the same. And at that, but high grade ore is being shipped, of course. Low grade ore is left alone in the mine, where possible, but operations necessitate that much low grade—milling but not shipping ore—be taken out and dumped for the present. With the saving of this \$500 per day shipping and milling charge, and the ability to mill all the low grade ore as well, which a mill at the mine would effect, it can easily be seen that a complete mill would soon pay for itself. In addition, a mill on the ground would greatly facilitate the development of the entire Clifford district,

and with its development, the Bellehelen, Silver Bow, Horseshoe and Golden Arrow districts, adjoining, would also be called more to public attention, and receive consequent development.

MCCORMACK APPRECIATIVE.

Dr. A. H. Elftman returned yesterday from a trip to Goldfield and Clifford. During his stay in Goldfield Mr. Elftman held quite a lengthy conversation with J. C. McCormack, of the Broken Hills Mining company at Clifford, regarding the interests the Tonopah people had in Clifford and their efforts toward securing the mail route to that camp. Mr. McCormack stated that he was highly pleased with what the people of this town had done for the new district and greatly appreciated it. He said that he would do his utmost to have the mail route run between Tonopah and Clifford as it is the best. Tonopah is also assured of receiving the trade from that camp as, most of the merchandise and other necessities will be transported there in the ore wagons that are now conveying high grade from the mines to the local depot.

Word was received in Goldfield yesterday that the postoffice had been granted the Clifford district and the name will be Helena. This news was received by private wire and the official notification from the officials at Washington has not reached there yet.

The officials of the Western Ore Purchasing company have taken a lease in the district and a force of men will start operations immediately. This lease is the farthest yet granted from the scene of the big strike, and it is estimated that the operators will have to sink at least 500 feet before the ledge is encountered.

RAILROADS TO FIGHT FREIGHT RATE REVISION

A determined effort, says the Reno Reveille, is to be made by the railroads of Nevada to combat the railroad commission in its efforts to reduce the freight rates now prevailing in this state.

The matter will come up at the coming meeting of the interstate commerce commission to be held in Reno. For months past, it is reliably reported, all the railroads in Nevada have been working quietly on the matter and when it is brought up they will be able to present a uniform complaint showing in detail how a reduction in rates would inflict a hardship on all the roads, even under present conditions operating at a loss.

Expert adjusters employed by the larger lines have been consulting with the smaller roads, putting them in touch with information which will make this scheme practicable.

Not only this, but the roads are now diligently at work arranging for the complete repeal of the present railroad commission law at the next session of the legislature.

This move is being directed by J. C. Campbell, a member of the firm of Campbell, Metson and Brown, attorneys of Tonopah, and in the employ of the Tonopah and Goldfield company.

Campbell has made numerous visits to Reno within the past few months and it is from this point that he has been directing the plans which the corporations hope will result at least in nullifying if not abolishing the present railroad commission. The details of the manner in which the companies hope to accomplish this end are not known to the public.

Mizpah grill; first class in every respect; open day and night, 11-18-w

BANKER NOT GUILTY.

BUTTE (Mont.), Nov. 20.—G. E. Welser, the Anaconda banker, on trial here for the second time for forgery in connection with the failure of his private bank in Anaconda, was found not guilty last night. A second charge of a similar nature remains.

TURNING OUT THE BEST WORK

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H. A. McKIM

MINING NOTES OF INTEREST

The Great Western at Hornsilver is now shipping to the Belmont mill at Millers at the rate of about 250 tons a month, and this will be materially increased in the near future.

The Bonnie Claire company is now doing the annual assessment work on its large estate in the Gold Mountain section, the work being done under the direction of R. T. Alexander.

Leasers on the Esmeralda property at Gold Circle are sacking ore which they claim will go \$500 to the ton. Good progress is also being made in the deep tunnel of the Gold Circle Crown company, the face showing sulphides and black quartz.

Laker, and William Crane of Elko, have located a fine deposit of marble seventeen miles south of Halleck, a station on the Southern Pacific railroad in Elko county. The stone is said to be of excellent grade and in large quantities.

The Glasgow and Western Exploration company is vigorously exploiting several properties in the state. Six miles south of Battle Mountain it is developing its Copper Basin group, and ten miles to the south, on the same mineral belt, its Copper Mountain mines. At Cherry Creek the company is planning and executing big things in its Star mines, and at Golconda, on Kramer mountain, it is gathering in ground for another big group.

Development work has been started on the property of the Steptoe

Lead and Copper company, at Duck creek. A shaft is being sunk on a good lead of lead-silver ore, which at the surface gives returns of 45 per cent lead and 1.2 ounces in silver to the ton. William H. Tibbals and A. J. Davis of Salt Lake are the leading factors in this enterprise.

A plant of hoisting machinery is being placed over the old shaft of the Panlon-Faulkner group of four claims near Manhattan, now owned by the recently organized Manhattan Sunshine Mining company. The company has built a road to the property and announces intentions of thoroughly exploring the northern porphyry and rhyolite belt of the camp.

A high-power pump is being installed at the tenth level of the mine of the Quartette Mining company at Searchlight to enable exploration for the ore bodies at greater depth and to provide additional water for the milling operations. Thirty to thirty-five stamps are running and handling 100 tons of ore per day.

The Gold Bar Mining company announces that it will begin developments at once on its property at Wonder. It is the intention to do at least enough work to patent the property and it is expected that before this is accomplished that the property will have proven up into a big mine.

Two shafts are being sunk to develop the vein on the Great Western

claim of the Round Mountain Mining company at Round Mountain. The mill is again being run at its capacity of ninety tons per day and new ore bins are being installed. Milling ore is said to be exposed in every level to the 600-foot point.

The Engineers lease of Goldfield has just sent out checks distributing \$180,000, which brings the total dividends from this organization up to \$540,000. The lease has expired, but some ore is still on the market, and it is probable that another dividend will be declared soon. Secretary Lytleton Price says that the company is trying to get another proposition in the district, and if so the organization will remain intact.

The property of the Hero-Nevada company at Farrell was the scene of a most important strike during the past week. A streak of high-grade shipping ore has been opened on the eighty-foot level and four and one-half feet of milling rock that will go \$40. Conditions in the south drift on the same level are also greatly improved and eighteen inches of very high-grade ore is now exposed in this portion of the workings.

Mr. and Mrs. Rufus Thayer of Goldfield are in Tonopah and are guests at the Mizpah. They have just returned from a trip to Carson, where Mr. Thayer was attending to legal business in connection with the firm of Thayer and Steele, of which he is a member.

STOCK MARKET

The following quotations are furnished by the reliable brokerage firm of Kenneth Donnellan & Co.:

Friday, November 20.	
Tonopah District.	
Tonopah Nevada.	\$7.10
Montana.	.75 .79
Tonopah Ex.	.53 .55
MacNamara.	.50 .51
Midway.	.26 .28
Belmont.	1.10 1.12 1/2
North Star.	.05 .06
West End.	.44 .46
Rescue.	.04 .05
Jim Butler.	.20 .21
Goldfield District.	
Sandstorm.	.22 .25
Columbia Mt.	.18 .20
Jumbo Ex.	.30 .31
Booth.	.33 .35
Atlanta.	.21 .22
Great Bend.	.35 .36
Florence.	4.50 4.52 1/2
Diamondfield Con.	.14 .15
Daisy.	.98 .99
Fraction.	1.45 1.47 1/2
Kewanas.	.27 .28
Consolidated.	6.82 1/2 6.85
Red Hills.	.23 .24
Florence Ex.	.11 .12
Bullfrog District.	
Homestake Con.	.13 .14
Tramp Con.	.10 .16
Other Districts.	
Pitts. Sh. Pk.	.90 .91

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UNION PACIFIC BLAMED FOR DEATH OF WORKMEN

CHEYENNE (Wyo.), Nov. 20.—The coroner's jury called to investigate the Union Pacific wreck at Borie last week in which ten lives were lost, reached a verdict tonight holding that the accident was due to a defect in the brakes of train No. 223, which ran away and collided with an extra work train. The jury finds the Union Pacific Railroad company negligent for a year past in not inspecting the air brakes on freight trains at the Laramie City yards before leaving for Cheyenne.

SAY When do You Hire a Doctor?

Not when you're well, we bet. But when you are sick you get busy with the medico and his drugs. Do you have as much sense in connection with your business? You don't. When your business is good you advertise. That's when you don't really need it. When business is dull, when people need persuasion to come into your store, is when your business needs a stiff tonic---a good advertisement. Right now your business needs a bracer. We prescribe this space for you, and if you come and see us today we will make you a price on it you can't resist. Want to get rid of those winter and holiday goods? Buy this space, today.

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